

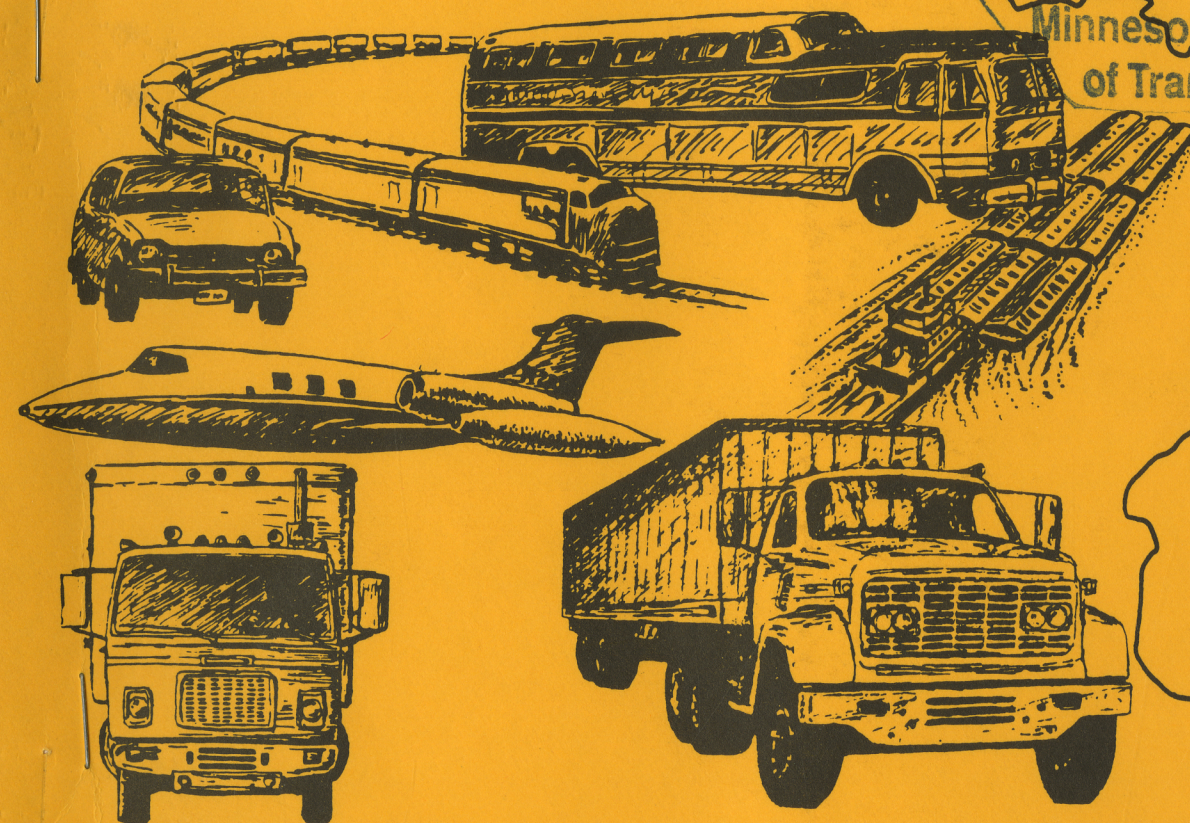


Transportation Analysis

TA-M374

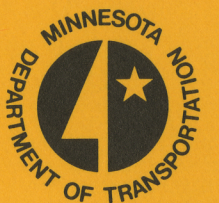
TH 100 from CSAH 3 to TH 94, 694

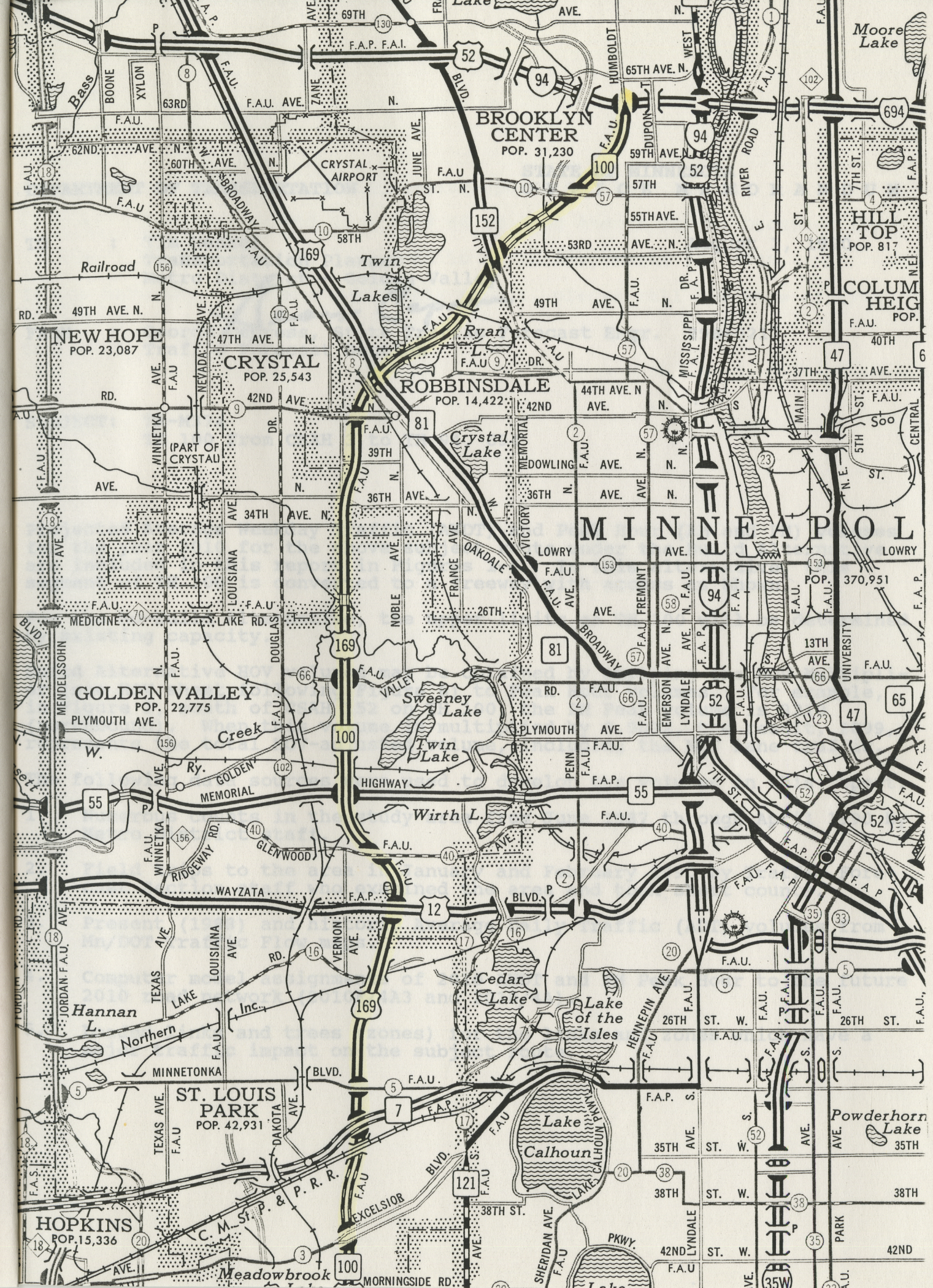
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THE MINNESOTA DEPARTMENT OF TRANSPORTATION
PROGRAM MANAGEMENT DIVISION
TRAFFIC FORECASTS SECTION





STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION OFFICE MEMORANDUM

TO : Tim Henkel
Transportation Planner
Metro District - Golden Valley
August 1, 1990

FROM : George Cepress, State Traffic Forecast Engr. 296-0217
Traffic Forecast Section

SUBJECT: TA-M374
TH 100 from CSAH 3 to TH 94, 694

Projected Average Weekday Traffic (AWDT) and Peak Hour (AM and PM) volumes for the year 2010 for the above subject route under the Build Alternative are included in this report in Figures 1-6. In this alternative, this segment of TH 100 is converted to a freeway with access as shown.

For the No-Build Alternative, the upper limits on TH 100 will be determined by existing capacity.

Build Alternative HOV volumes may be obtained by applying the HOV Multiplier (see HOV sheet following Figure 6) to Peak Hour volumes. For example, in Figure 1, south of CSAH 152 on TH 100, the PM Peak volume is 3210 (northbound). When this volume is multiplied by 0.9032, the result, 2899, represents the total HOV-adjusted volume, including the HOV lane traffic.

The following data sources were used to develop the volumes in this report:

1. Numerous counts in the study area from June 1987 through April 1990 by Metro District staff.
2. Field trips to the area in January and February 1990 by Traffic Forecast Section staff who examined the area and took short counts.
3. Present (1988) and historic Average Daily Traffic (ADT) volumes from Mn/DOT Traffic Flow maps.
4. Computer model assignments of 2010 AWDT and PM Peak Hour to the future 2010 road network (2010F/4A3 and 2010/4A).
5. Loaded links and trees (zones) for the links and zones which have a major traffic impact on the subject route.

STATE OF MINNESOTA
OFFICE MEMORANDUM

August 1, 1990

DEPARTMENT OF TRANSPORTATION

TO : Tim Henkel
Transportation Planner
Metro District - Golden Valley

FROM : George Caples, State Traffic Forecast Engineer
Traffic Forecast Section

SUBJECT: TA-M374
TH 100 from CSAH 3 to TH 94, 99A

Projected Average Weekday Traffic (AWDT) and Peak Hour (AM and PM) volumes for the year 2010 for the above subject route under the Build Alternative are included in this report in Figures 1-4. In this alternative, this segment of TH 100 is converted to a freeway with access as shown.

For the No-Build Alternative, the upper limits on TH 100 will be determined by existing capacity.

Build Alternative HOV volumes may be obtained by applying the HOV Multiplier (see HOV sheet following Figure 5) to Peak Hour volumes. For example, in Figure 1, south of CSAH 152 on TH 100, the PM Peak volume is 3,310 (northbound). When this volume is multiplied by 0.9032, the result, 2,993, represents the total HOV-adjusted volume, including the HOV lane traffic.

The following data sources were used to develop the volumes in this report:

- Numerous counts in the study area from June 1987 through April 1990 by Metro District staff.
- Field trips to the area in January and February 1990 by Traffic Forecast Section staff who examined the area and took short counts.
- Present (1988) and historic Average Daily Traffic (ADT) volumes from Mn/DOT Traffic Flow maps.
- Computer model assignments of 2010 AWDT and PM Peak Hour to the future 2010 road network (2010E\AA3 and 2010E\AA).
- Loaded links and trees (zones) for the links and zones which have a major traffic impact on the subject route.

M374 FREEWAY
FIGURE 1
LEGEND

6. Previous Mn/DOT Traffic Analysis Reports on the subject:

- TA-M367, TH 100 from CSAH 66 to 42nd Avenue North, December 13, 1988.
- TA-M337, TH 100 from CSAH 10 to TH 394, April 22, 1986.

If you have any questions about this report, please call Jim Page at 296-1626.

Enclosure

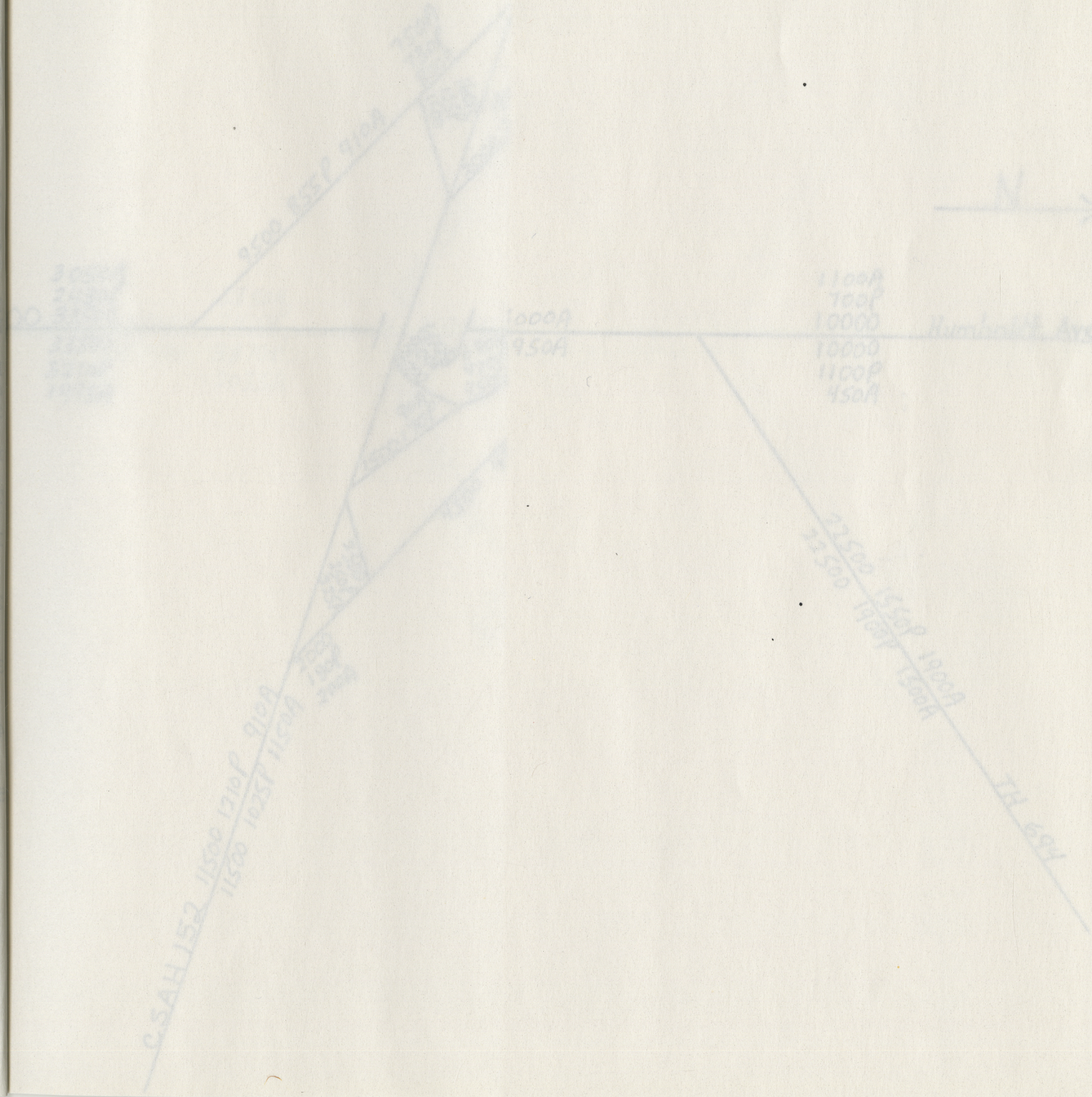


FIGURE 1

LEGEND

- 000 - 2010 AWDT
- 00A - AM PEAK
- 00P - PM PEAK

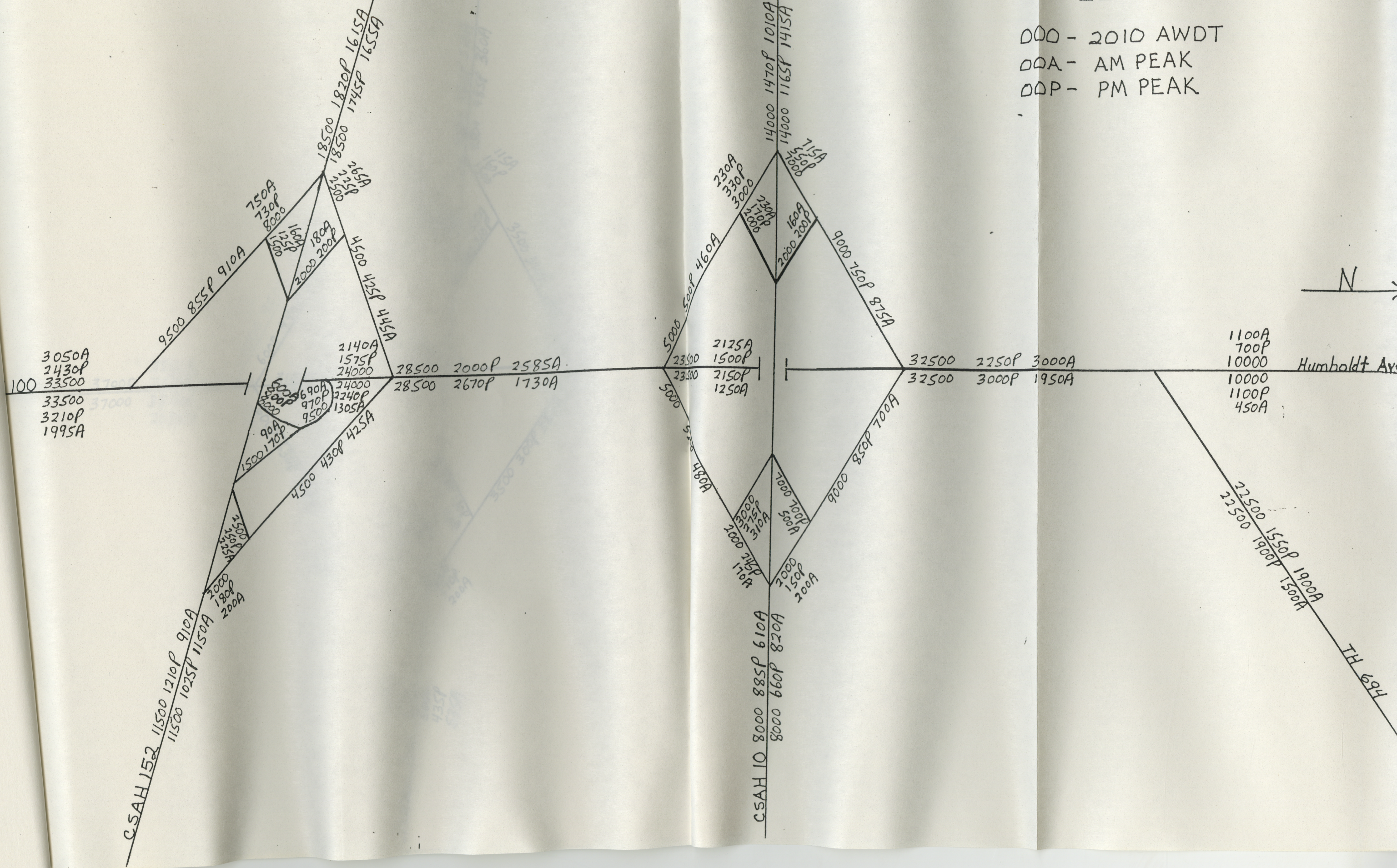


FIGURE 2

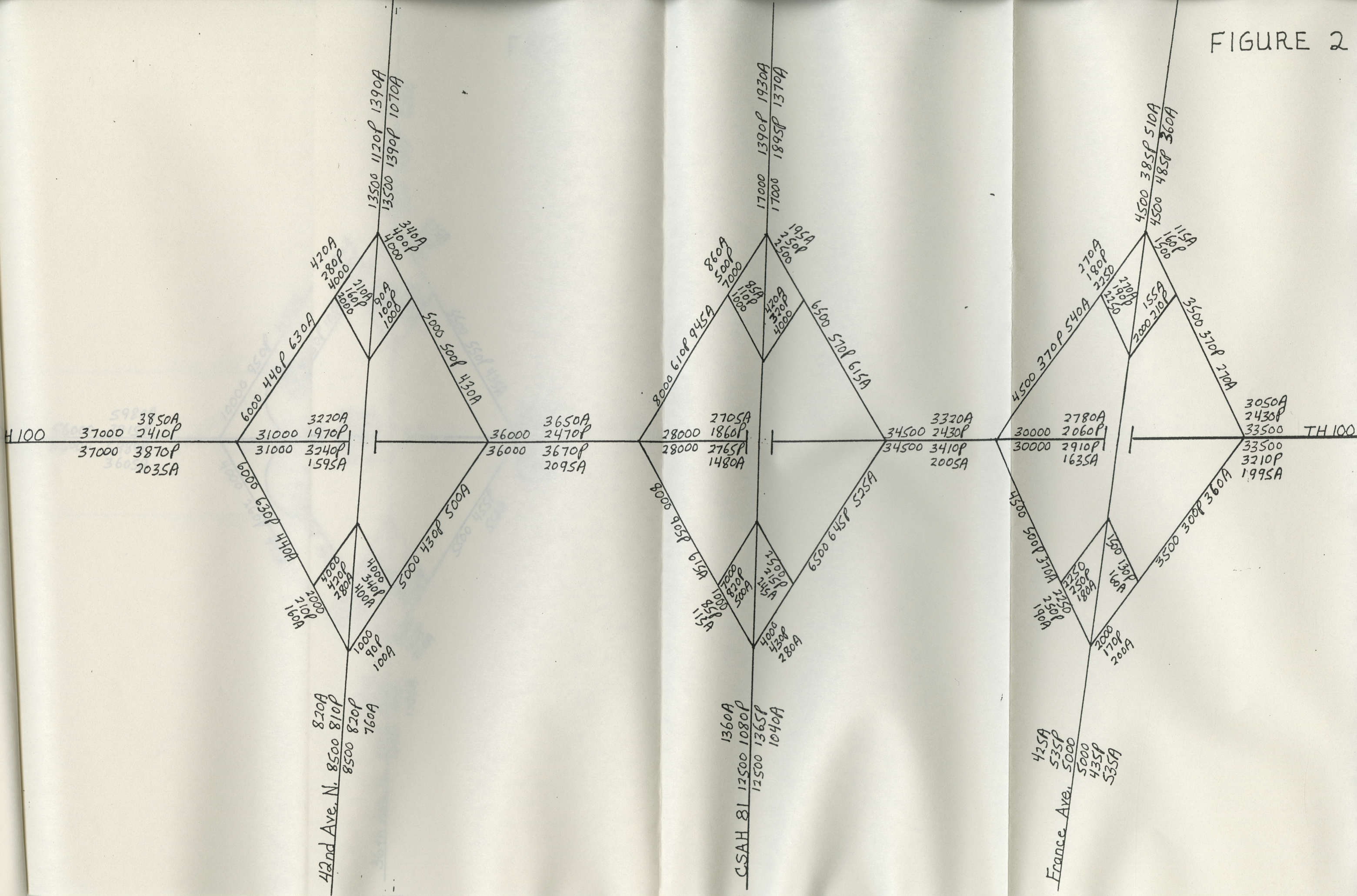


FIGURE 3

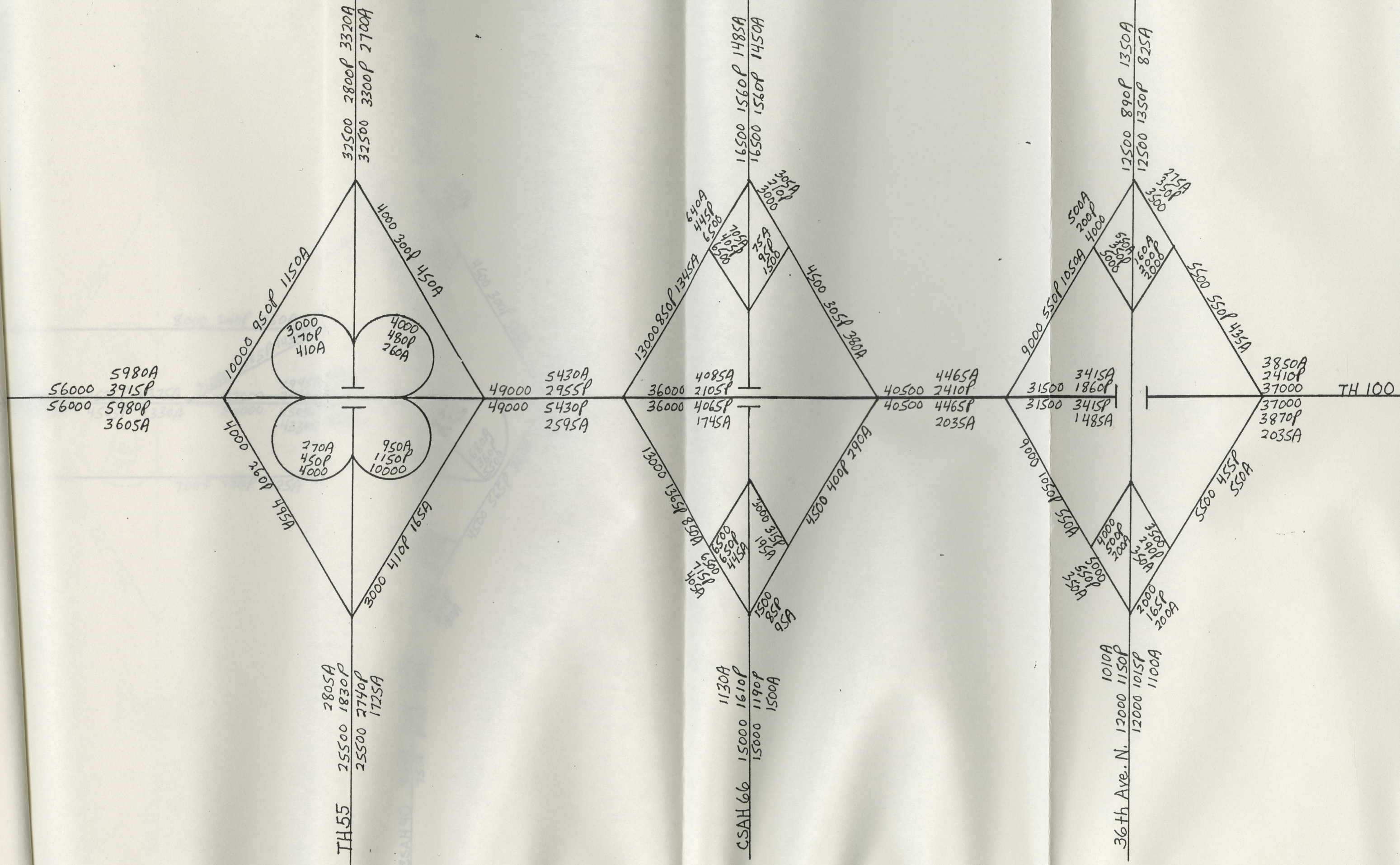


FIGURE 4

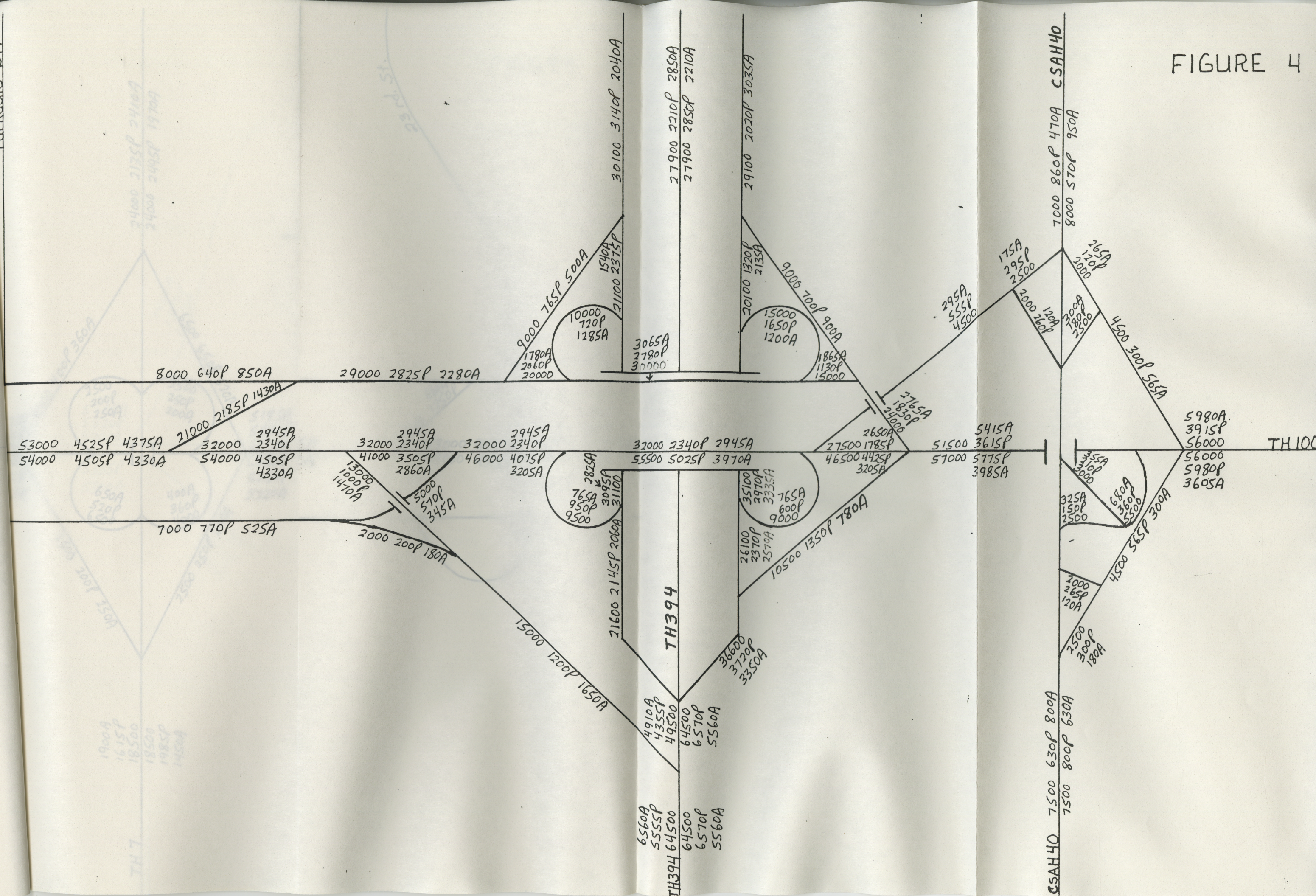


FIGURE 5

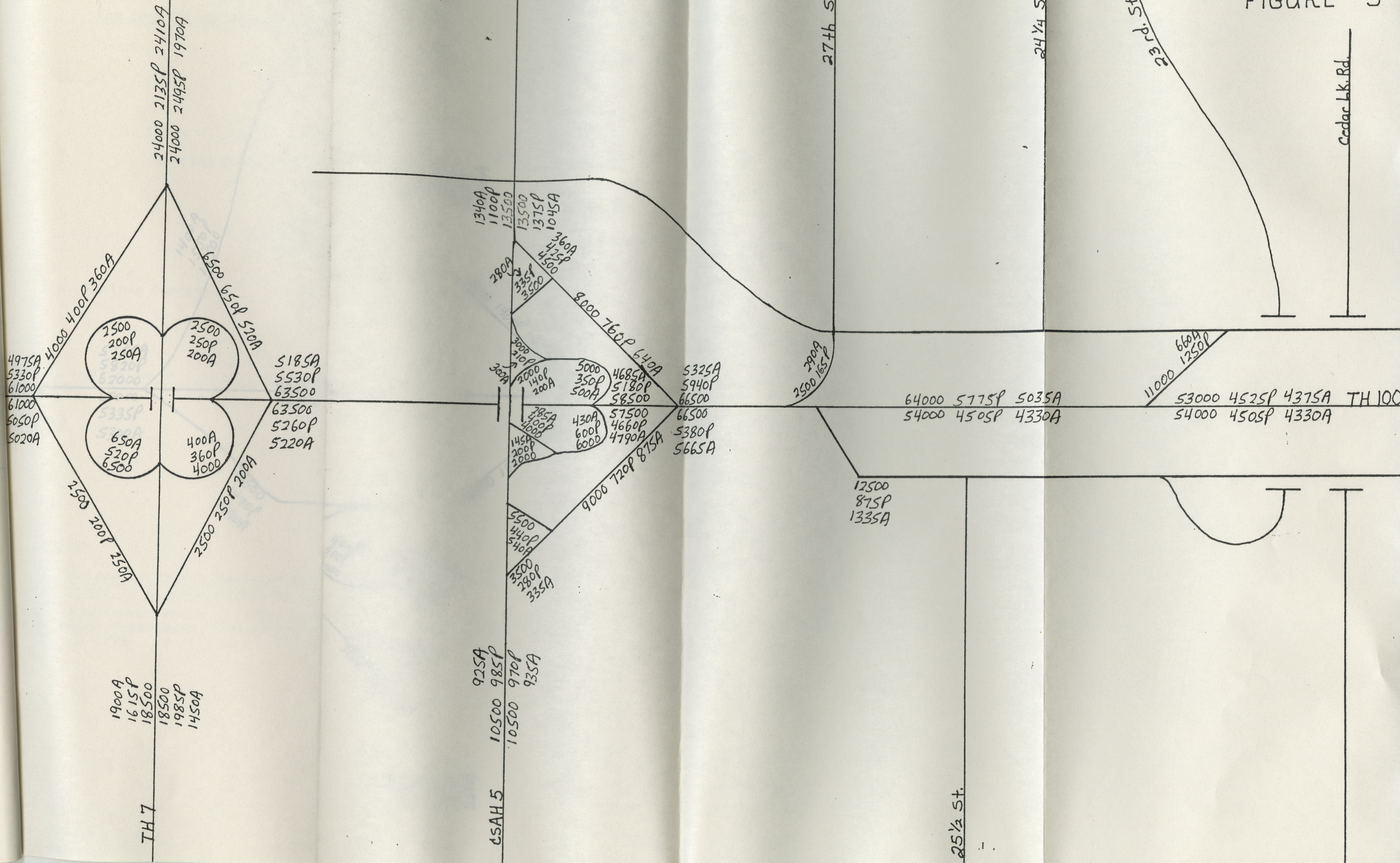
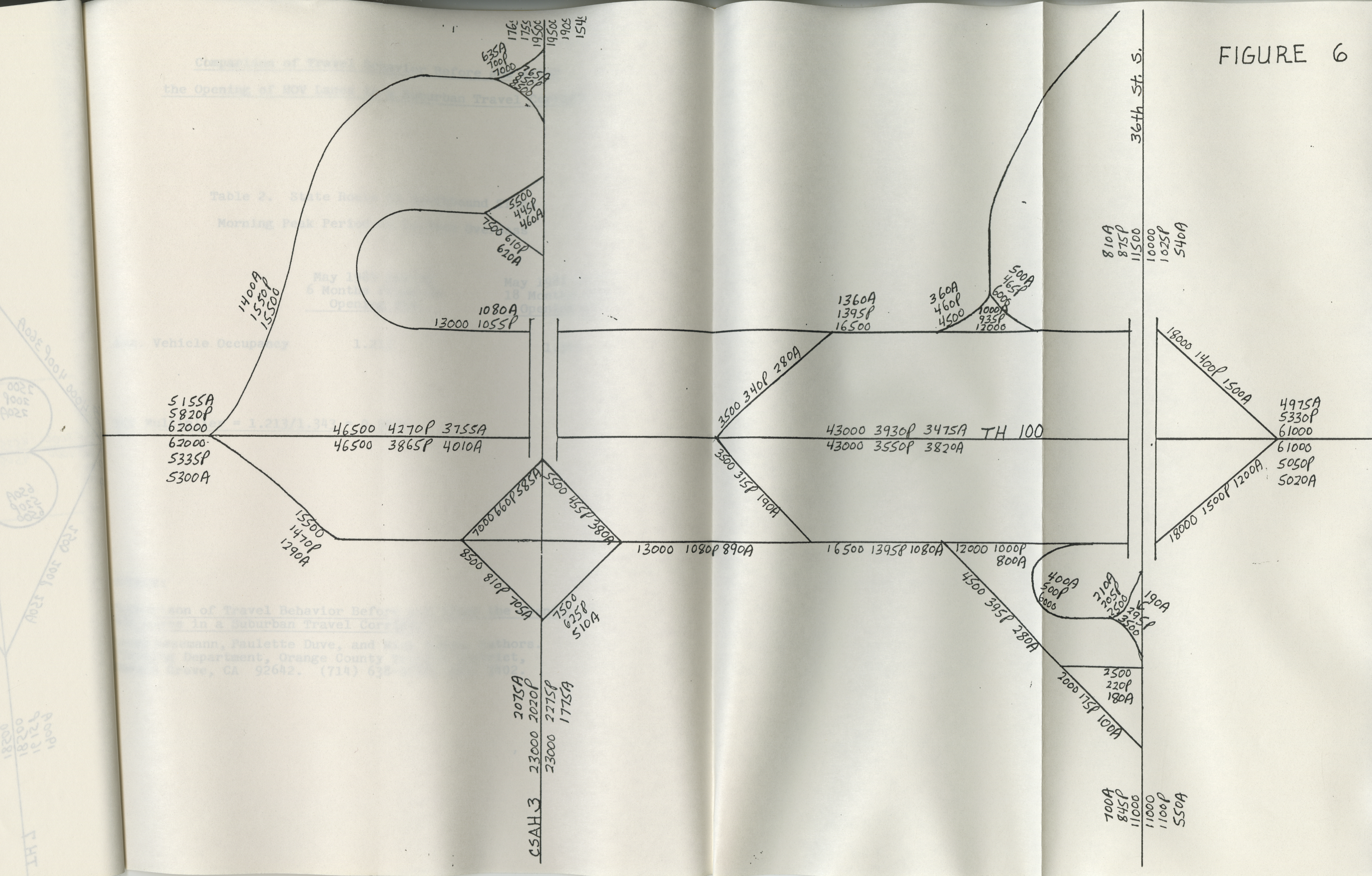


FIGURE 6



Comparison of Travel Behavior Before and After
the Opening of HOV Lanes in a Suburban Travel Corridor

Table 2. State Route 55 Southbound Trips
Morning Peak Period at La Veta Overpass

	May 1985 Survey 6 Months Prior To Opening HOV	May 1987 Survey 18 Months After Opening HOV
Avg. Vehicle Occupancy	1.213	1.343

HOV Multiplier = 1.213/1.343 = 0.9032

SOURCE:

Comparison of Travel Behavior Before and After the Opening of
HOV Lanes in a Suburban Travel Corridor.

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